

FAIRFAX COUNTY, VIRGINIA
2005 SOUTH COUNTY AREA PLANS REVIEW
NOMINATION TO AMEND THE COMPREHENSIVE PLAN

APR# 05-CW-3ED

Staff Use Only

Date Received: 9/21/05

Date Accepted: _____

Planning District: _____

Special Area: _____

SECTION 1: NOMINATOR/AGENT INFORMATION

Name: Fairfax County Department of Planning and Zoning Daytime Phone: 703-324-1380

Address: 12055 Government Center Parkway, Suite 730, Fairfax, VA 22035-5505

Nominator E-mail Address: Deborah.Albert@FairfaxCounty.gov

Signature of Nominator (NOTE: There can be only one nominator per nomination):

Deborah L. Albert

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter):

NOTE: This is an editorial correction only. Owners have NOT been notified.

Anyone signing on behalf of a business entity, must state the relationship to that organization below or on an attached page:

SECTION 2: GENERAL INFORMATION

Check appropriate supervisor district: ☐ Braddock ☐ Lee ☐ Mason ☒ Mount Vernon ☐ Springfield

Total number of parcels nominated: n/a

Total aggregate size of all nominated parcels (in acres and square feet): n/a sq. ft. n/a acres

Is the nomination a Neighborhood Consolidation Proposal: ☐ Yes ☒ No

SECTION 3: SPECIFIC INFORMATION – Attach either the Specific Information Table found at the end of this application form or a separate 8 ½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Section 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

SECTION 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN DESIGNATIONS

See Section IV, #4, of the Citizen's Guide for instructions.

Current Comprehensive Plan text for nominated property:

Use the Plan on the Web for your citation. It is the most up-to-date. Link: www.fairfaxcounty.gov/dpz/.

See attached from Fairfax County Comprehensive Plan, Lower Potomac Planning District, LP2-Lorton-South Route 1 Community Planning Sector, as amended through June 20, 2005.

Current Plan Map Designation: Various

Proposed Comprehensive Plan Designation: This nomination does not propose changing the current plan designation; Only editorial changes are proposed.

Mixed Use	
If you are proposing Mixed Use, it must be expressed in terms of floor area ratio (FAR). The percentage and intensity/density of the different types of uses must be specific and must equal 100% of the total FAR proposed. The mix and percentage of uses provided by the nominator are what staff and the task force will review. Ranges are not acceptable.	
Categories	Percent of Total FAR
Office	
Retail	
Public Facility, Gov & Institutional	
Private Recreation/Open Space	
Industrial	
Residential*	
TOTAL	100%
* If residential is a component, please provide the approximate number and type of dwelling unit as well as the approximate square footage per unit assumed (i.e., 300 mid-rise multifamily units at 800 square feet per unit).	

Residential Land Use Categories	
Categories expressed in dwelling units per acre (du/ac)	Number of Units
.1 - .2 du/ac (5-10 acre lots)	
.2 - .5 du/ac (2-5 acre lots)	
.5 - 1 du/ac (1 - 2 acre lots)	
1 - 2 du/ac	
2 - 3 du/ac	
3 - 4 du/ac	
4 - 5 du/ac	
5 - 8 du/ac	
8 - 12 du/ac	
12 - 16 du/ac	
16 - 20 du/ac	
20 + du/ac**	
** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30 -40 du/ac.	

SECTION 5: MAP OF SUBJECT PROPERTY

Attach a map clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8 ½ x 11 inches. Maps in color will not be accepted.

SECTION 6: JUSTIFICATION

Each nomination must conform with the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- ☒ The proposal would better achieve the Plan objectives than what is currently in the adopted Plan.
- ☐ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between July 1, 2005 and September 21, 2005 to:

Fairfax County Planning Commission Office

Government Center Building, Suite 330

12000 Government Center Parkway

Fairfax, Virginia 22035-5505

APR# 05-CW-3ED

Page 2 of 22

LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR

CHARACTER

The Lorton-South Route 1 Community Planning Sector consists of approximately 3,200 acres. The sector is generally bounded on the north by Accotink Creek and Fort Belvoir; on the east by Old Colchester Road; on the west by the eastern boundary of the D.C. Department of Corrections site and on the south by the Fairfax/Prince William County line (see Figure 24).

The Lorton-South Route 1 Planning Sector contains a variety of land uses and patterns ranging from very low density residential uses to heavy industrial uses.

The portion west of Shirley Highway and east of the D.C. Department of Corrections site includes a few low density residential subdivisions and a private debris landfill. Much of the other land in this area is undeveloped or contains single-family dwellings on large lots, thereby creating a semi-rural character.

Properties adjacent to the RF&P Railroad tracks are generally vacant or developed with warehousing and manufacturing uses. Another industrial area is generally located south of Gunston Cove and Gunston Roads along Route 1 and Giles Run Road. Existing and proposed uses in this area include junkyards, warehouses, storage yards for heavy equipment, cars, boats and lumber, a recycling facility, concrete batching plant and truck terminal. Industrial uses, mostly warehouse/wholesale activities are present in the northeastern portion of the sector around Lockport Place.

The central portion of the sector fronting on the western side of Route 1 generally between Pohick Road and Gunston Cove Road has a large residential component. Housing types include single-family attached and detached dwelling units and garden apartments. A shopping plaza, scattered commercial uses and public and institutional uses serve these area residents as well as others.

A large portion of the area east of Route 1 between Old Colchester and Gunston Roads contains the Noman M. Cole, Jr. Pollution Control Plant site and its expansion site. Other uses include institutional, single-family dwelling units, a developing townhouse project and neighborhood-serving retail uses.

The portion of the sector which lies south of Gunston Road, west of Old Colchester Road and east of the properties fronting on Route 1 and Giles Run Road contains both vacant properties and developed parcels with single-family detached houses. Neighborhood-serving retail uses are located at the southeast corner of Gunston Road and Route 1.

The area of the sector that lies between the I-95 and Route 1 interchange is developed with a dinner theatre restaurant, a golf driving range and a miniature golf course.

The general low density development in this sector and the presence of significant heritage resources, particularly between Old Colchester Road and Route 1, in the Pohick Creek drainage shed, and in undeveloped areas west of I-95, indicate a high potential for additional unidentified heritage resources. These resources can be expected to date from the earliest known human habitation of the region, some 11,000 years ago, through the seventeenth century "Frontier" period, to the early twentieth century.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the Lorton-South Route 1 Community Planning Sector develop generally as a Suburban Center with portions designated Suburban Neighborhood and Low Density Residential Area. Land classified as Suburban Neighborhood are those with densities equal or less than five dwelling units per acre. Land classified as a Low Density Residential Area is located on the west side of Old Colchester Road and south of the Noman M. Cole, Jr. Pollution Control Plant and is designated as Sub-units H2, H3, H4, H5, and H6. Sub-units A1, E2, E6, E11, G1 and G2 are planned as Suburban Neighborhoods. All other land in the sector is classified as a Suburban Center.

MAJOR OBJECTIVES

Land Use

Develop a strong "sense of place" and positive image for the Lorton-South Route 1 area:

- Implement the positive image and sense of place through the "Town Center" concept and provide for retail, governmental and commercial offices, cultural facilities, and community services at the Center and at other key sub-units;
- Reinforce the "Town Center" land use concept with a transit center for local and regional bus service and the Lorton commuter rail station. Such transportation services should be connected to neighborhoods by vehicular, bicycle and pedestrian access;
- Strengthen the concept that the planning area is the southern "gateway" to the National Capital Area through encouraging "gateway" land uses and roadside visual improvements; special emphasis should be placed on preserving or restoring landscaped or natural treed open space along major roadways;
- Proposed land uses should be limited to those uses which will promote an improvement in the image of the area;
- Preserve and add vegetation and other landscape and streetscape elements to the Richmond Highway Corridor;
- Provide access into the core of large parcels of industrial use, so that these operations are shielded from view;
- Locate heavy industrial uses away from the roadways; Add extensive landscaping, screening and/or other buffering at the roadway edges;
- Construct a comprehensive, understandable, and attractive signage system. Discourage the use of billboards;
- Encourage public facilities and private development to exhibit exemplary design excellence in terms of architecture, siting, and landscaping through use of an architectural code or appearance code; and

- An Historic Overlay District should be considered for the Cranford Church/Indian Springs Farm area near the intersection of Gunston Road and Old Colchester Road (portions of sub-units G-4 and H-2 of the Lorton-South Route 1 Community Planning Sector).

Environmental Quality

Protect the environmental resources and assets of the Lorton-South Route 1 area:

- Discourage development on steep slopes (greater than 15 percent), areas of low bearing strength, areas of marine clay and other unstable soils, and areas of high erosion potential;
- Discourage development within the 100-year floodplain;
- Identify and protect areas of significant vegetation and wildlife habitat and migratory corridors;
- Consider noise and air quality impacts in the assignment of land use to abutting or neighboring parcels and in consideration of traffic to be generated by such use. Encourage generous set-backs from major arterials for low density residential development;
- Identify possible current hazardous waste disposal and hazardous substance storage sites and plan for their removal or most appropriate eventual use;
- Recommend that environmental assessment be required for all new development;
- Minimize impacts of proposed new development on important ground water resources, especially in areas dependent on wells for water supply; and
- Recommend appropriate measures for the protection of stream water quality, particularly as affected by non-point source pollution (such as the sewage plant and landfills) and stream bank erosion.

Transportation

Implement an effective, safe and efficient transportation system that meets local and regional needs:

- Implement a transportation plan which complements the land use plan through the use of a full range of transportation modes and services for the movement of people and goods to, from and through the area;
- Implement a coordinated program of transportation system management strategies which increase the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes and direction more evenly, and increasing pedestrian and bicycle travel;

density residential uses in these areas will be preserved and protected through compatible residential infill. Residential infill in the area west of I-95 which includes the Shirley Acres and Curtis subdivisions should be limited to single-family detached dwelling units at a density not to exceed 2 dwelling units per acre. To be compatible with existing residential uses and to protect and preserve environmentally sensitive areas, residential infill is planned in Sub-unit H2 at a density of .2-.5 single-family detached dwelling unit per acre.

High Density Residential Area

A high density residential area is planned for the area west of I-95, east and south of the D.C. Department of Corrections site, and north and south of Lorton Road. This area may be generally developed up to 20 dwelling units per acre contingent upon meeting site-specific conditions, including the provision of substantial transportation improvements.

Recreational Area

The largest area planned for recreation or public park uses in the sector is located south of Dixon Street, west of I-95 and east of Furnace Road. While the area currently contains a large private debris landfill, it is envisioned that when landfill operations cease that this area will be developed with private or public recreational uses such as a golf course.

Industrial Areas

The Plan for the Lorton-South Route 1 area recognizes two areas appropriate for industrial uses. The industrial area in the north central portion of the sector near Lockport Place contains warehouse/wholesale activities. The Plan recommends that infill and new development in this area be in industrial uses of a compatible scale and character and at a floor area ratio up to .35.

The second industrial area is adjacent to the RF&P Railroad tracks to the west and continues south of Mims Street to Hassett Street, incorporating properties fronting on both sides of Route 1. This area contains outdoor storage yards, warehouse activities, a concrete batching plant and a metals recycling center. A portion of the area remains undeveloped and provides an opportunity for future industrial uses. Infill, redevelopment and new development in this area should be industrial flex/office and related commercial uses at a floor area ratio up to .35 which are compatible with the overall land use objectives of the Lorton Plan and which will promote an improvement in the image of Lorton.

"Town Center" and Related Uses

A "Town Center" concept is proposed to fulfill the objective of establishing "a sense of place" and focal point for development. It is recommended that the area generally bounded by Pohick Road, Route 1 and Mims Street contain a variety of land uses so that people have the opportunity to work, live and shop in the same area. With a large component of existing residential uses and community-serving retail and public uses such as the Gunston Plaza Shopping Center, a post office, a fire station and a library, some elements are already in place to contribute to the "Town Center" concept. However, it is envisioned that these uses will become more interrelated with the provision of pedestrian and bicycle paths and vehicular connections. A commuter rail station is located north of Lorton Road. The development of a mixed-use project is planned on the undeveloped area between the railroad tracks and existing residential uses. It is envisioned that the mixed-use project will include commercial, office, residential and open space components. These uses, as well as any future development, should be compatible with and complement existing uses.

Land Unit A

This 135-acre land unit is located north of Lorton Road between I-95 and the D.C. Department of Corrections site. There are a few scattered homes within Land Unit A but the area is largely undeveloped.

Sub-unit A1

This 26-acre sub-unit is west of I-95, bounded by Pohick Creek and the D.C. Department of Corrections site and undeveloped. Development of the site is limited by environmental constraints and poor road access. The County should consider acquiring these parcels for public park use. If public acquisition does not occur, the sub-unit is planned for residential use at .1-.2 dwelling unit per acre.

Sub-unit A2

Sub-unit A2 is generally located east of realigned Silverbrook Road, south of the D.C. Department of Corrections site and north of Fleenor Lane. Sub-unit A2 is planned for residential use at 8-12 dwelling units per acre provided that the following site-specific conditions are met:

- Density of the Sub-unit should transition down to the low-end of the range in areas adjacent to the D.C. Department of Corrections;
- Substantial buffering should be provided between all portions of property lines and the D.C. Department of Corrections site;
- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; and
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass.

Sub-unit A3

Sub-unit A3 is located east of the D.C. Department of Corrections site and north of Lorton Road. Sub-unit A3 includes Tax Map 107-1((1))3, 4 and 5A; Tax Map 107-3((1))17 and 17A. This sub-unit is planned for multi-family housing at 16-20 dwelling units per acre provided that the following site-specific conditions are met:

- Substantial buffering should be provided between all portions of property lines and the D.C. Department of Corrections site to buffer the residential uses from the prison property;
- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;

- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass;
- Substantial buffering and screening should be provided between adjacent non-residential and residential uses;
- Trails should be provided in accordance with the Countywide Trails Map; and
- Noise from I-95 should be satisfactorily mitigated in accordance with Policy Plan recommendations.

As another option, Sub-unit A4 may be developed in both residential use at 16-20 dwelling units per acre and community-serving retail uses up to .15 FAR provided that the following site-specific conditions are met:

- Both types of developments provide substantial land consolidation to function in a well-designed and efficient manner and provide for the development of any unconsolidated properties in conformance with the Plan;
- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass;
- Substantial buffering and screening should be provided between adjacent non-residential and residential uses;
- Trails should be provided in accordance with the Countywide Trails Map;
- Building heights should not exceed forty feet for non-residential development; and
- For residential development, noise from I-95 should be satisfactorily mitigated in accordance with Policy Plan recommendations.

As a final option, Parcels 107-4((10))11-15 may be considered for public open space or park land.

Land Unit B

Land Unit B contains approximately 500 acres. It is bounded by I-95 to the east, Lorton Road to the north, the D.C. Department of Corrections to the west and the Occoquan River to the south. Shirley Acres, Green Ridge and Curtis subdivisions are located north of Dixon Street. A private debris landfill is located south of Dixon Road and east of Furnace Road on approximately 260 acres. The former Lorton school site, which is located in the

- Substantial contribution towards transportation improvements in the Lorton-South Route 1 Area should be provided such as improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass;
- Development should take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development;
- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge;
- Development should retain the wooded appearance which will be maintained in part by tree preservation;
- Clearing and grading on steep slopes should be minimized to reduce the negative impacts of erosion and siltation on adjacent wetlands and streams;
- Substantial buffering (minimum of 50 feet) should be provided along all property lines abutting the D.C. Department of Corrections site;
- The Giles Run Environmental Quality Corridor should be protected;
- In addition to preserving the EQC, provide non-EQC land for on-site recreation facilities sufficient to serve the residents of this proposed new development; or, as an alternative, consider providing a mix of on-site recreation and off-site recreation improvements within Land Unit B-1, at a level sufficient to serve the residents of this proposed new development (Note: Off-site improvements may include dedication and/or improvements to a neighborhood or community park that could serve some on-site recreation needs. On-site improvements, at a minimum, should include a neighborhood recreational facility.);
- Trails should be provided on-site to connect the areas north and south of Shirley Acres and to provide access to retail areas and the commuter rail station; and
- Access to the areas north and south of Shirley Acres should be provided.

The portion of Sub-unit B1-a which is located north of the Shirley Acres residential subdivision, generally west of the Giles Run Environmental Quality Corridor, and south of Lorton Road (Tax Map 107-3((1))1, 2 and 3A) is planned for single-family attached residential development at 5-8 dwelling units per acre. Single-family attached development at 5 to 6 dwelling units per acre should provide, at a minimum, a coordinated development plan which shows how any unconsolidated parcel(s) could be developed at a similar intensity with shared access to Lorton Road. Development above 6 dwelling units per acre shall provide complete consolidation of the three parcels.

In addition, all single-family attached development proposals shall accomplish the following site-specific development conditions:

- This areas may be developed independently of any redevelopment of the Shirley Acres subdivision but must be planned so that when Shirley Acres redevelops, the entire area functions as a unified whole;

This densely vegetated buffer is provided by the approved special exception conditions for the debris landfill.);

- Access from this southern area should be provided by a minimum of two separate access routes to the arterial road system (i.e. Lorton Road and/or Furnace Road);
- If the development is single-family detached, primary access to the southern area should be via a new connector through the northern area to Lorton Road. If the southern area develops prior to the redevelopment of Shirley Acres, then this connector road should be provided generally along the alignment of Fifth Place. Additional landscaping may need to be provided to help buffer the existing homes along Fifth Place prior to redevelopment of Shirley Acres. Secondary access could be provided through Third or Fourth Place, connecting to Lorton Road via Cooper Drive and Sanger Street. An alternative secondary access could be a connection to Furnace Road. (Note: The existing roads within Land Unit B1 are sub-standard and may need improvements as a result of new development traffic within these areas.);
- If the development is single-family attached (townhouse), primary access should be provided via the extension of Dixon Street across Giles Run EQC to Sanger Street, with improvements to Dixon and Sanger Streets required. Secondary access to the southern area should be via a new connector through the northern area to Lorton Road. Additional landscaping may need to be provided to help buffer the existing homes along Fifth Place prior to redevelopment of Shirley Acres;
- Effective buffering and screening based on the density of development of the southern area, should be provided along the common boundary between Shirley Acres and the southern area; and
- Substantial and logical consolidation of the four parcels is encouraged; however, as an alternative, a coordinated development plan should be provided which shows how the unconsolidated parcel(s) could be developed at a similar intensity and be integrated into the other development through a shared circulation system.

Sub-units B1-b and B1-c are generally located south of Lorton Road, east of the Giles Run Environmental Quality Corridor, west of Sanger Street and I-95 and north of the Lorton Landfill. Sub-unit B1-b contains the Curtis subdivision while Sub-unit B1-c encompasses that portion of the Shirley Acres subdivision east of Giles Run. The boundary between Sub-unit B1-b and B1-c is Fourth Place. At the present time, these sub-units should be maintained as single-family residential use. As long as these subdivisions are in residential uses, they should be preserved and protected. To be compatible with these subdivisions, new or infill residential development should be at 1-2 dwelling units per acre, with the exception of Tax Map parcels 107-3((3))43-46 and 107-4((1))85A which are planned and zoned for residential use at 12-16 dwelling units per acre. The following site-specific conditions should be met:

- For that portion of Sub-unit B1-c that is adjacent to I-95, any development proposal should provide attenuation measures to mitigate noise impacts from I-95. These measures should mitigate both interior and exterior noise in accordance with Policy Plan guidance.

Unit C is planned up to .25 FAR; however, the FAR may be increased up to .27 to accommodate the transfer of development from Sub-unit B5-a & b if the transfer is provided under one unified development and rezoning action;

- Generally, development on steep slopes (in excess of 15 percent) should not be allowed;
- Adequate access with minimization of access points should be provided. A right-turn only ingress and egress on Route 1 may be considered between Furnace Road and the Occoquan River Bridge;
- Effective landscaping, possibly including berms along Route 1, should be provided;
- A thorough heritage resources survey should precede and, if appropriate, accompany development and the recovery of significant heritage resources should be undertaken with development;
- No outdoor storage uses should be permitted;
- High-quality design that is in keeping with the "gateway" concept which incorporates substantial on-site landscaping should be provided throughout the site;
- The Environmental Quality Corridor, as defined by previous zoning action may be renegotiated; however, there should be no net loss of the amount of area identified as an Environmental Quality Corridor as defined by the previous zoning action;
- Flex space uses may include office uses, provided that in Sub-unit B5-a and B5-b, the combined area of all office, both as a principal use and as an accessory use, does not exceed 80 percent of the total gross floor area of the office/industrial/flex space use;
- No fast-food restaurants, service stations or quick-service food stores should be allowed.

As an alternative use, Sub-units B5-a & b and Land Unit C are planned for hotel/motel conference center and office complex uses up to .25 FAR, provided that the above site-specific conditions are satisfied except for the recommendation on flex space uses.

Land Unit C

Land Unit C is located north of the Occoquan River and between the I-95 and Route 1 interchange. This is a "gateway" site and special attention should be employed in the use and development of this land unit.

Land Unit C is planned for mixed-use development to include, but not limited to, office, industrial, industrial/flex uses with ancillary restaurant and child care facility uses up to .25 FAR in keeping with their riverfront and gateway locations, under the following conditions:

- Substantial consolidation of the property in Land Unit C should be provided to allow for a high-quality, integrated development;

Land Unit D is planned for industrial use. New or infill development should be compatible with existing industrial uses up to .35 FAR and should provide for substantial buffering when located adjacent to planned or existing residential uses.

The area generally adjacent to Accotink Creek is planned for public park.

Land Unit E

Land Unit E is generally bounded by the RF&P Railroad tracks to the west; Mims Street to the south; Route 1 to the east and Pohick Estates to the north. This land unit has the largest residential component in the LP2 Sector. At the north central portion of the land unit are Pohick Estates and Summerhill, which are subdivisions containing a large number of single-family detached homes. Near Pohick Road and west of Route 1 is a concentration of townhouse developments, including: Worthington Woods, Southgate Woods, Washington Square, and Pohick Village. The Woods, garden apartments, is also located in this vicinity. To the south and along Route 1 is Gunston Plaza, which provides both neighborhood- and community-serving retail uses. To the north and west of Gunston Plaza are Wildwood and Pohick River Pines subdivisions consisting of single-family detached units. Further south and generally along Route 1 are established (Williamsburg Square, Pohick Square and the Highlands Terrace Townhomes of Gunston and Gunston Square) and developing townhouse projects. The area between these residential uses and the RF&P Railroad tracks is largely undeveloped and includes the 232-acre RF&P site (Tax Map 107-2((1))10, 41 and 41A; 107-4((1))15B, 15C, 16 and 17).

The need for at least one additional elementary school is anticipated to accommodate increased school membership from planned residential development in the "Town Center" and surrounding area. A school site feasibility study should be initiated to identify an appropriate school site in the area.

Most residential uses are stable and established. They should be preserved and protected. Any new or infill development should conform with the planned residential density as shown on the Plan map and be of a compatible use, type and intensity to surrounding existing residential developments.

A portion of Sub-unit E2 and all of Sub-unit E3 are located in the Pohick Church Historic District and any development should conform to all applicable recommendations identified in Sub-unit G1.

Sub-unit E1

The area on the east side of Telegraph Road south of Lockport Place (Tax Map 108-1((1))8A, 8B, 10 and 11) is planned for wholesale/warehouse industrial uses up to .35 FAR. New or infill development should be compatible with existing industrial uses and should provide for substantial buffering when located adjacent to planned or existing residential uses.

As an option, Sub-unit E1 may be appropriate for residential use at 8-12 dwelling units per acre. To achieve development above the low end of the planned density range, substantial parcel consolidation should be provided and must include Parcel 8B which is currently in industrial use. Extensive screening should be provided along any portion of the site adjacent to planned or existing industrial use. Residential use higher than one dwelling unit

and locations of entrances and median breaks should be arranged to minimize conflicts with traffic on the adjacent arterial roadways. As an option, Parcels 108-3((1))2, 3, 108-3((2))2, 5, 6 may be considered for public park.

Sub-unit E5

The Gunston Plaza Shopping Center has been developed in the vicinity of Lorton Road, Armistead Road and Route 1. This area is planned for community-serving retail and other commercial uses up to .30 FAR. Additional drive-through uses on the site should be reviewed on a case-by-case basis.

Sub-unit E6

Sub-unit E6 is planned for residential use at 1-2 dwelling units per acre south of Midway Place and 2-3 dwelling units per acre north of Midway Place. As an option, the area may be considered for residential use at 5-8 dwelling units per acre if the owners of the area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation in the Policy Plan. To be considered for residential use at 5-8 dwelling units per acre, the development should be compatible with the adjacent townhouses and "Town Center" uses; substantial parcel consolidation should be achieved and dedication for road widenings should be provided. No commercial uses should be allowed.

Sub-unit E7

Sub-unit E7 is located east of the RF&P Railroad tracks generally between Pohick and Lorton Roads and includes Parcels 107-2((1)) 8, 9, 10A, 13 and 107-4((1)) 17A. This area contains significant wetlands associated with the Pohick Creek Environmental Quality Corridor and represents a unique opportunity to create a focal point for the Lorton-South Route 1 area. Sub-unit E7 is planned for the development of a mixed-use project to include opportunities for a mix of office, townhouses and multi-family housing, open space, retail, cultural center, and hotel/motel uses to further the attainment of the "Town Center" concept. Development of a mixed-use project should be contingent upon satisfactory achievement of the following conditions:

- Substantial and logical parcel consolidation should be provided so that the area is developed as one unified project to provide for high quality design and an integration of uses in keeping with the "Town Center" concept (consolidation of the entire RF&P site will satisfy this condition);
- A thorough heritage resource survey should precede development and the recovery of significant heritage resources should be undertaken in conjunction with development;
- A mixture of uses to reflect an overall floor area ratio of 0.30 FAR for non-residential uses on approximately 22 acres and a residential density of 5 du/ac, comprised of a mix of unit types, on approximately 202 acres is appropriate for this site;
- The land use mix between non-residential and residential uses should be maintained so that the residential use component accounts for at least one-fourth of the total development;
- The non-residential component of the development should be clustered around a

commuter rail facility should be designed so as not to preclude construction of an enclosed station structure to accommodate increased passenger traffic and other public and accessory uses in the future;

- An appropriate school site should be identified with sufficient land set aside to accommodate its construction;
- The Pohick Creek Environmental Quality Corridor is part of the Pohick Greenway and should be dedicated to the Board of Supervisors for public park purposes. The wetlands associated with it are to be protected by locating and limiting development to public uses in a manner which will not adversely impact them; and
- Substantial buffering and screening should be utilized in transition areas between residential and commercial uses.

Sub-unit E8

Sub-unit E8 is located east of the RF&P Railroad tracks south of Lorton Road and includes Parcels 107-4((1))44, 52, 53, 55 and 57. Sub-unit E8 is planned for a mix of uses such as office, open space, retail, cultural center, hotel/motel and recreational uses. Development of a mixed-use project should be contingent upon satisfactory achievement of the following conditions:

- Substantial and logical parcel consolidation should be provided so that the area is developed as one unified project to provide for high quality design and an integration of uses;
- A thorough heritage resources survey should precede development and the recovery of significant heritage resources should be undertaken in conjunction with development;
- The overall floor area ratio is appropriate up to .25 FAR;
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass;
- Uses and intensities should generally be arranged so that new uses situated next to existing residential uses are compatible in height, scale and intensity. Generous buffering and screening should be employed between non-residential and residential land uses;
- Good design principles should be employed including the provision of pedestrian and vehicular circulation systems within and to the sub-unit with special attention given to the linkages to the commuter rail station;
- Landscaping and trees should be used in parking lots, plazas, and streetside areas and medians along major roads to create boulevard-like effects;
- Architectural design features such as variations of window materials, as well as public space furniture or entry accents are encouraged. When appropriate, arcades, awnings or other building features to distinguish ground floor retail are desirable;

- An appropriate commitment to affordable housing, Lorton schools and Lorton transportation should be provided to off-set the loss of existing units through neighborhood redevelopment and to mitigate impacts on public schools and streets.
- In order to provide appropriate landscaping and buffers between the non-residential and residential uses, all residential lots should be set back at least 35 feet from any adjacent commercially zoned property and 50 feet from any adjacent industrially zoned property. Landscaping and/or barriers shall be provided in order to achieve effective screening of adjacent non-residential uses to the maximum extent possible.
- The Lorton Valley subdivision is adjacent to commercial (C-8) and industrial (I-6) zoned properties. The C-8 District, which is intended to provide for auto-dependent commercial uses along collector and arterial highways, and the I-6 District, which is intended to provide for heavy industrial activities, may present potential impacts on adjacent residential development. Therefore, disclosure should be provided to all potential future homebuyers prior to the sales of any lots by providing a listing of all potential industrial and commercial uses that may be permitted by Articles 4 and 5 of the Zoning Ordinance, including those uses which may be permitted by special permit or special exception.

Sub-unit E12

Sub-unit E12 is generally located north and west of Route 1 and traversed by Pohick Road. This sub-unit contains stable residential uses which are planned for 2-3 dwelling units per acre, 5-8 dwelling units per acre and 8-12 dwelling units per acre, as shown on the Plan map, and should be preserved and protected. Any new or infill development should conform with the planned residential density as shown on the Plan map and be of a compatible use, type and intensity to surrounding existing residential developments.

Land Unit F

Land Unit F includes established and developing industrial uses adjacent to the CSX Railroad tracks and continues south of Mims Street to Hassett Street, incorporating properties fronting on both sides of Route 1. Existing uses include storage yards, warehouse/wholesale activities, a concrete batching plant and a metals recycling facility.

Future industrial development should complement the goals and objectives of the Lorton Plan, especially those with respect to upgrading the image of Lorton. Uses envisioned for this area include industrial/flex space uses, retail and other related business and employment uses. Industrial development should be of a type appropriate to specific sites in the areas; i.e., rail-using industries adjacent to rail siding tracks, vehicular-oriented industrial parks proximate to Route 1. Industrial uses adjacent to residential and other non-industrial uses should be enclosed, effectively buffered and set back to minimize use conflicts. Maximum FARs should not exceed .35. Intensities and uses should generally transition down from the railroad tracks to Route 1. Further expansion of industrial uses beyond the planned designation should not be allowed.

The area on the west side of Route 1 south of Mims Street is planned as a mixed industrial/office park developed as a single architectural whole to avoid the appearance of strip development. The total area should be consolidated and access to Route 1 should be limited by use of a service drive to a signalized intersection at Giles Run Road.

Jr. Pollution Control Plant site and its expansion site. Other uses include scattered retail development, single-family detached homes and a developing townhouse project.

Sub-unit G1

Sub-unit G1 contains the Pohick Church site and a portion of the Pohick Church Historic District. Property located within this district should be developed in accordance with the following recommendations:

- The area should remain residential in character;
- This sub-unit is planned for residential development at a density of 4-5 dwelling units per acre. Substantial landscaped buffers should be provided along Route 1, Old Colchester Road and Telegraph Road preserving as much existing vegetation as possible. Housing for the elderly would also be appropriate within this area. In order to further protect the Pohick Church Historic District, substantial screening should be provided adjacent to the treatment plant storage facility, which is located on Old Colchester Road;
- Industrial uses should not be allowed. The Noman M. Cole, Jr. Pollution Control Plant property should provide substantial buffers along its boundary with Old Colchester Road;
- Buildings taller than Pohick Church (39.5 feet) should not be allowed and freestanding signs should not exceed 10 feet in height;
- All improvements, to include public facilities, parking lots, structures, signs, fences, street furniture, outdoor graphics and public and private utilities should be designed and installed to be compatible with the Pohick Church in terms of mass, scale, height, color, type of material and visual impact. Any widening of Route 1 should be accomplished only by taking land on the north side of the existing roadway. All development within the historic district should be reviewed by the Architectural Review Board. No incompatible development should encroach upon the district; and
- Private/public service and institutional uses such as nursing homes and churches are appropriate.

Sub-unit G2

Sub-unit G2 (Tax Map 108-1((1))27A and 27B; 108-3((1))16) is located on the east side of Route 1 and south of Pohick Road. It is also located within the Pohick Church Historic District. The area is planned for residential use at a density of 3-4 dwelling units per acre with an option for a density of 4-5 dwelling units per acre for housing for the elderly. Churches or other institutional uses may be appropriate. All uses should be compatible with the Pohick Church Historic District. Substantial buffering should be provided along any portion of a property line which is adjacent to the Pohick Church or Noman M. Cole, Jr. Pollution Control Plant properties.

Sub-unit G3

Located southwest of the Woodside Apartments and on the east side of Richmond Highway across from Gunston Plaza (Tax Map 108-3((1))12A, 13A and 14), this 8-acre sub-unit is

Sub-unit G6

Sub-unit G6 (Tax Map 107-4((1))38 and 39, ((16))1-53 and A; 113-2((1))7, 8, 9, 10 and 15) is located on the east side of Route 1 and north of Gunston Road. This sub-unit is planned for residential townhouse or townhouses and single-family detached development at a density of 5-8 dwelling units per acre. Development is contingent upon the following site-specific conditions:

- Provision of high quality design;
- A 50-foot buffer along the south boundary adjacent to Gunston Road;
- Interparcel access via a service road to the north to provide access to the ballfields opposite the library; and
- A 50-foot buffer between the townhouse use north of Gunston Road and the Noman M. Cole, Jr. Pollution Control Plant right-of-way west of the Indian Springs farm.

Land Unit H

Land Unit H is generally located on the east side of Route 1 between Gunston Road and Furnace Road. The area is characterized by low density residential use. A private debris landfill is located on the south side of Gunston Road and east of Route 1.

Sub-unit H1

Sub-unit H1 is located on the southeast corner of Gunston Road and Route 1. Neighborhood-serving retail use up to .15 FAR is planned for Parcels 113-2((1))23, 24 and 25. No further commercial expansion should be allowed. The remaining portion of the sub-unit (Tax Map 113-2((1))22, 26 and 27) is planned for residential use at 5-8 dwelling units per acre provided the following site-specific conditions are met:

- More intense residential development should be clustered;
- Provision of substantial buffering along Gunston Road and all portions of property lines adjacent to planned or existing non-residential uses; and
- Substantial parcel consolidation is achieved.

Sub-unit H2

Sub-unit H2 and Sub-unit H4 are generally located along Old Colchester Road. This area should provide a transition between higher intensity uses along Route 1 and very low residential uses, parkland and open space on Mason Neck. Much of the land in Sub-unit H2 and Sub-unit H4 is also heavily impacted by environmental constraints. To recognize the character and protect environmentally sensitive areas, low density residential uses that are well buffered from adjacent industrial or non-residential uses or higher density residential uses to the west are planned as follows:

Sub-unit H2 is located along Gunston Road west of Old Colchester Road. Sub-unit H2 is planned for residential use at .2-.5 dwelling unit per acre to provide a transition between the

impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

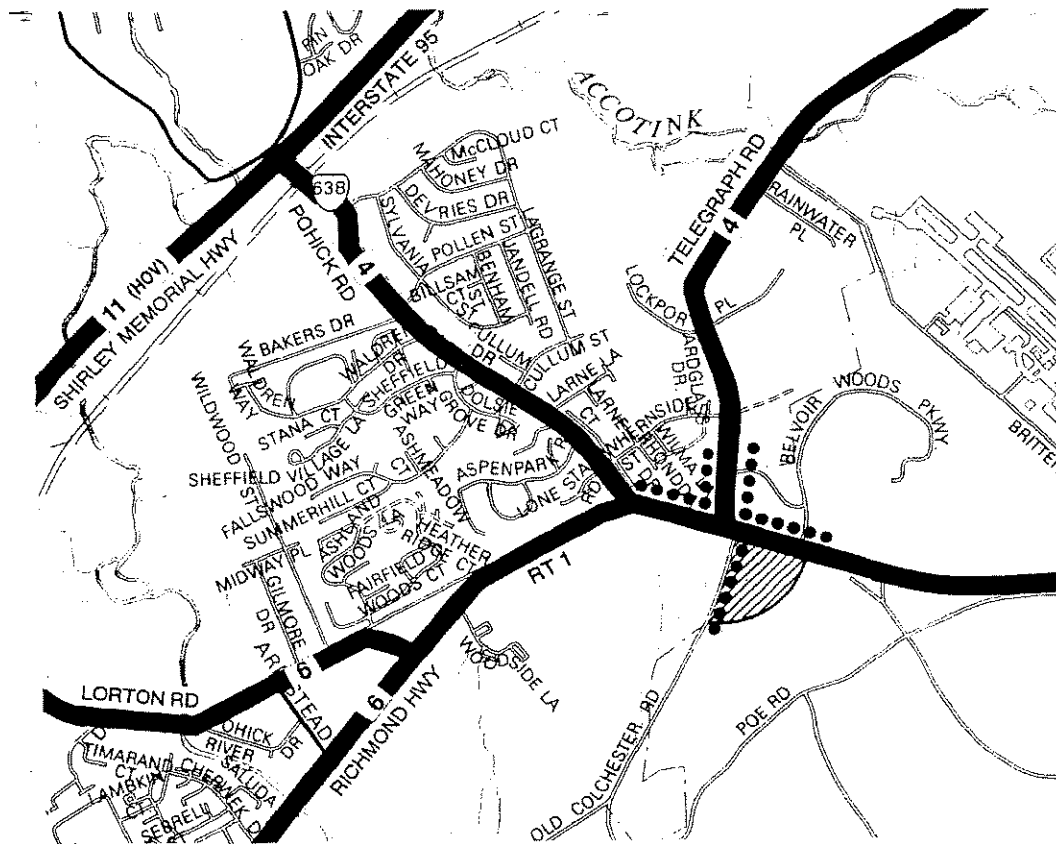
The complete "build-out" development of the land uses planned in Sub-units A2, A3, A4, B1, B2, E6, E7, E8, F west of the railroad and sub-unit F1 adjacent to the Lorton Road interchange as well as other areas that will benefit from Lorton area improvements will create transportation needs which are regional in nature, the specific characteristics of which need extensive detailed analysis. The provision of the following transportation improvements which will provide regional benefits, based on preliminary analysis, would address these needs:

- Commuter rail service, with a station within the "Town Center";
- Improvement for east-west vehicular flow, such as the widening of Lorton Road and the underpass of the railroad as well as improvements to ramps of the existing I-95 interchange; and
- Improvements for north-south vehicular flow, including the Armistead Road extension to Pohick Road and New Gunston Cove Road between Gunston Road and Lorton Road.

As a result of this regional impact, traditional methods of financing these improvements will be inadequate. The financial environment, market demand and the "non-phasable, up-front" nature of some of the improvements (i.e., the underpass of the railroad) mandate the need for transportation phasing and financing studies to identify the specific transportation improvements needed; to define the area(s) which will benefit from such improvements, to assign and allocate specific values to these benefits and to each beneficiary; and to determine a fair and equitable method for payment of funds in accordance with appropriate phasing of development. It is recognized that transportation improvements and strategies identified in these studies need to be implemented in such a way as to ensure that transportation needs created by new development are met during all phases of development.

It is recognized that some transportation improvements, such as the widening of the Lorton Road underpass below the railroad and the I-95 interchange improvements will need to be provided by the public sector, combined private interests, or jointly by public-private efforts. Private development alone probably cannot provide all of the funds necessary to pay for these key improvements. Therefore, public funds will be necessary along with a system for equitably sharing a portion of the total costs among the appropriate property owners. It is further recognized that it is in the interests of the private sector and the public sector to hasten the implementation of the planned transportation improvements. The private and public sectors should actively participate in providing the transportation improvements through cooperative private or private and public efforts. High priority should be assigned to these key improvements by both public and private sectors in order to facilitate the realization of the Lorton "Town Center."

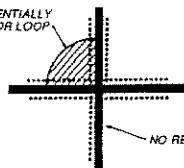
Finally, to focus traffic away from Route 1 and to provide additional access from Mason Neck to the west, consider the realignment of Hassett Street from Route 1 on the south to intersect with the planned extension of Gunston Cove Road along the east side of the RF&P Railroad from Route 1 on the south to Lorton Road on the north.



KEY TO INTERCHANGE ENLARGEMENTS

CONCEPTUAL/FINAL PLANS
 NOT AVAILABLE

AREA POTENTIALLY
 NEEDED FOR LOOP



RESTRICTED ACCESS AREAS *****

CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN
 IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

FURTHER STUDY REQUIRED
 TO ESTABLISH PRELIMINARY
 CONCEPTS AND/OR LIMITS
 OF RESTRICTED ACCESS



TRANSPORTATION RECOMMENDATIONS LEGEND

ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

TOTAL NUMBER OF LANES, INCLUDING HOV LANES
 (COLLECTOR/LOCAL CROSS SECTIONS TO BE
 FINALIZED DURING PROCESS OF REVIEWING
 PLANS FOR PROPOSED DEVELOPMENT.)

CONSTRUCT GRADE-SEPARATED INTERCHANGE
 OR INTERCHANGE IMPROVEMENTS.

PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S)
 SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN
 OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR
 STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS
 SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE
 PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

INTERCHANGE RECOMMENDATIONS
 LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR

FIGURE 23

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 24. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

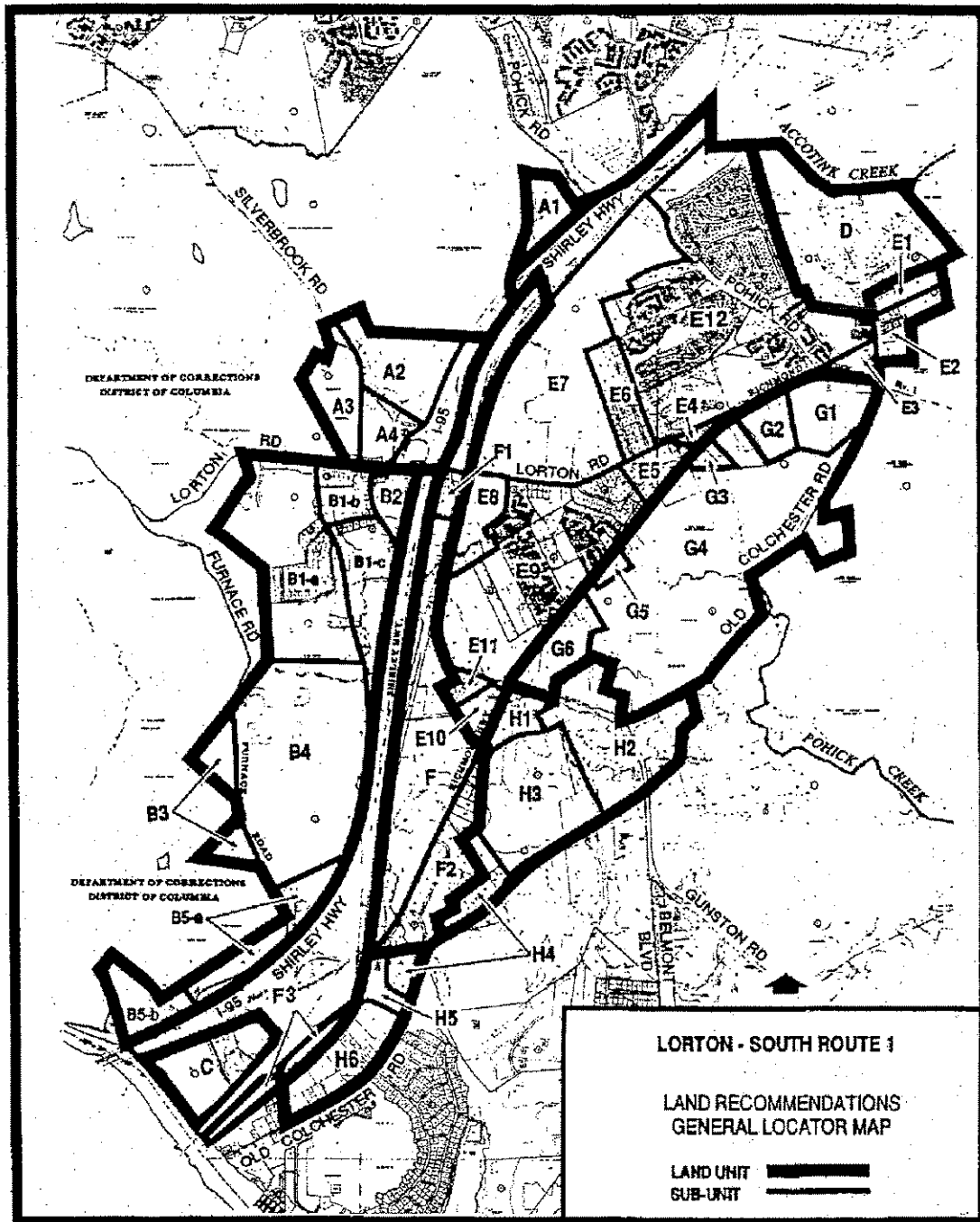
Trails planned for this sector are delineated on Figure 25 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Section 5: Map of the Subject Property

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2003 Edition
Lower Potomac Planning District, Amended through 6-20-2005
LP2-Lorton-South Route 1 Community Planning Sector

AREA IV

Page 53



GENERAL LOCATOR MAP

FIGURE 21

Section 6: Justification for Area Plans Review Nomination
LP2-Lorton-South Route 1 Community Planning Sector

The nomination proposes to update the base of the general locator map for the Lorton-South Route 1 Community Planning Sector (LP2) in the Lower Potomac Planning District of the Area IV volume of the Comprehensive Plan and add corresponding land unit and sub-unit maps. The nomination may also modify Plan text to identify and/or update references to the land unit and sub-unit boundaries and maps. The nomination is intended to aid the reader of the Plan in locating properties within the boundaries of the land units and sub-units. The nomination is editorial in nature and does not propose any changes to the land unit and sub-unit boundaries, or their adopted planned land uses and intensities/densities.